

HOW THE TITANIC STRUCK AND SANK

Hugh Woolner, an Englishman, Describes Scenes on the Doomed Ship.

THE STRAUSES REFUSED

They Stood Quietly Together on Deck While Boats Were Loading Around Them.

Hugh Woolner, once a Cambridge captain, son of the late Thomas Woolner, R.A., the distinguished English sculptor, came off the Carpathia in his evening clothes and well. He was driven directly to the Hotel Wolcott, where he first sent out for some clothes and then sat down and told of his experience.

"We were sitting, a party of about six, Sunday night," he said, "drinking hot whiskey and water. The previous night we had had beer and drinks, but on Sunday everything seemed to be drinking grog. It had suddenly become deadly cold in the lounge and the restaurant and the rest of our party had gone off to her room."

"Then we men strolled up just above to the smoking room and had been seated only a few minutes when there came a heavy grinding sort of shock beginning far ahead of us in the bows and rapidly passing along the ship and away under our feet. Every one sprang up and ran out through the swing doors astern."

"A man in front of me called out he had seen an iceberg towering fifty feet above the deck, which was 100 feet above the sea, and passing away astern. This was the explanation."

"I went with a Swedish friend, whose acquaintance I made on board. Bjornstrom-Steffanson of the Swedish Embassy in Washington. We sought out the lady who had been recommended to me, Mrs. Churchill Candee, who was returning from Paris to see her only son after an aeroplane accident."

"We found her and I took her up on to the A deck to see how things were going. We found the engines stopped and the officers and crew making preparations to lower boats."

"The officers were assuring every one that there was no danger to life, but that the ladies were to be put into the boats as a precautionary measure."

"We continued our walk astern and then I saw passengers coming up with life belts on. I got Mrs. Candee tied on to her and then went off to my room and got on mine and brought away an extra one which I soon gave to some scared person who had none. Bjornstrom and I took Mrs. Candee up to the upper A deck where the boats were hung and we put her safely with a rug into the first boat, which gradually was filled with women and children and a few of the crew were put in, three I think, and a youth with a broken arm."

"Not enough men were put into the first boats, really. We then gave a cheery good-by and told her we should help her on board again later when the ship had steadied herself. She wanted us to come too, but we laughed this off."

"We then went and helped with several more lifeboats, bundling in the women and children. Meanwhile several gentlemen were standing calmly by and looking on. Several men crept into these few boats, as it came out, and they gave fatuous explanations how they came to do so. They were forced in by zealous friends against their own wish, and so on."

"The calm courage of the passengers was most inspiring. Many women refused to leave without their husbands. Bjornstrom and I took many of them, at their husbands' desire, and bodily chucked them into the boats. Eventually all the lifeboats on the portside were launched, and while the crew were putting a big Berthon collapsible boat on the davits he and I went down to the lower deck and around to look for stray women."

"I found three ladies close together and then we rushed them into a boat on the starboard side by sheer bluff. We shouted our way through the press. 'Make way for ladies!' and then we hoisted them up, one of us on each side, and giving them a final heave in they had to go, head over heels. We then turned our attention to a boat ready on the starboard side, where there was shouting going on."

"We saw the first officer twice fire a pistol in the air ordering a crowd of the crew out of the boat. We ran in and helped bundle the men out onto the deck and then we got a lot, about ten, Italian and other foreign women into that boat and helped them to get safely lowered into the water below."

"The electric lights were beginning to flicker and not a soul was to be seen on the whole deck of 160 yards. The thick glass windows were all closed and Bjornstrom said to me: 'I think we may now make a try for ourselves.' I replied, 'All right.'"

"We walked along through an open door beyond the glass windows, where there was an open gunwale. Looking out we saw the sea pouring over the bows and through the captain's bridge. Just opposite us was the collapsible boat which we had seen being hoisted onto the last davits on the port side. She was being lowered into the sea and hung about nine feet away from us. I said: 'Let's make a jump for it! There is plenty of room in her bows!' Bjornstrom replied: 'Right you are!'"

"We skipped on the gunwale, balanced ourselves a moment and leaped into the air. He landed fair and square into the boat. I landed on my chest and caught hold with my hands on the gunwale and slipped off backward. I hauled myself up with my arms and got my right foot over the gunwale."

"Bjornstrom said, 'All right, I've got you and levered me up by my right foot. By that time my left leg was in the sea, so it was a new thing.'"

"The water was pouring in through the door we had just walked through. It rose so rapidly that if we had waited another minute we should have been pinned between the deck and its roof. We first hauled in another man passenger who was in the sea, and then I climbed over a number of women and children and got out two cars. Bjornstrom took one, I took another, a steward got another and another man took the fourth."

"I handed him a rowlock so that he could steer and we began to pull like the devils to get clear of the ship, which I knew now was doomed; but I was anxious to get away from the suction when the ship went under. I never pulled harder in my life about thirty women and children were in the boat, with only three cars to pull. However, we got

away on her and got clear, but only about 100 yards. When I saw the monster take a huge tilt, I turned and her stern came clean out of the water at least eighty feet."

"Lights were still burning and she settled forward a little further, then stopped for about thirty seconds. Suddenly with a terrific roar, like thousands of tons of rocks tumbling down a metal chute, she plunged bodily down, head first. Every one on board saw and the roaring went on for about a minute."

"Then arose the most fearful and bloodcurdling wail. It was awful. One thousand seven hundred men in the dark, going down amid the ghastly turmoil, I can never forget it."

"We continued our course, for it would have been sheer madness to have returned and tried to pick up any more. It would have meant all of us perishing."

"The sea was as smooth as a pond or none of us would be alive. The Titanic struck at 11:16 P. M. on a starry, clear night. She sank finally at 2:22 A. M. after seventeen boats got away. I was in the seventeenth."

"I got colder and colder. Fortunately I had on my fur coat and under that my dress clothes. The only thing I saved was my money. I worked all through the explosion by friends as soon as she came ashore from the Carpathia."

"At the hotel, the arrival of Mrs. Futrelle broke up what to outsiders would have been regarded as a particularly merry party. The gayety and lighthearted joking had been forced by the party to deceive Miss Virginia Futrelle, 16 years of age, the only daughter of Jacques Futrelle, a sister of the magazine writer. The rest of the party that was laughing long over their coffee in the café at the hotel knew the truth."

"Virginia Futrelle, who was brought to New York from the convent of the Notre Dame in Baltimore, had been told that her father had been picked up by another steamer. The fact that her father had been drowned was kept from her. Mrs. Copeland believed her brother had been saved and that he was with his wife."

"The little group that sat around cheering up Miss Futrelle and her aunt included Mr. Irwin, Mr. and Mrs. Harry Haynes of Boston, Charles Copeland of Boston, John Ford, Mrs. Futrelle's brother, Mr. and Mrs. Oliver Cromwell, Mrs. Theodore Licty and her daughter, Mrs. René D'Orne, old friends of the Futrelles."

"When it was known that the Carpathia had docked the party moved upstairs to a private suite that had been engaged to await the arrival of Mrs. Futrelle. Miss Futrelle was all smiles."

"I am so happy that father is also safe," she kept repeating."

"It was hard for the rest of the little group, who knew the truth, to keep the tears from their eyes."

"A little after 11 o'clock the bell of the suite rang and Miss Futrelle was the first to reach the door. Everybody instinctively turned away from the meeting between mother and daughter. It was some time before Mrs. Futrelle could compose herself sufficiently to speak."

"Where is Jack?" asked Mrs. Copeland. Mrs. Futrelle was afraid to let her daughter know the truth."

"Oh, he is on another ship," answered Mrs. Futrelle."

But Mrs. Copeland had expected to see her brother then and became hysterical."

"Considering what she had experienced since early Monday morning, Mrs. Futrelle was remarkably composed. After a time she told of some of the happenings of last Sunday night and early Monday morning."

"I was just going to bed when the crash came," began Mrs. Futrelle. "Mrs. Futrelle was up in the smoking saloon with some friends. The force of the collision threw me on my back and shook everything off the little bureau. The noise of the smash was deafening."

"I had hardly got to my feet when Jack came rushing in."

"Get dressed at once, the boat is going down," cried Jack."

"When we reached the deck we found everything in confusion. Women were screaming and running around looking for husbands and friends, the officers were shrilly shouting orders and above all was the tremendous vibrations of the deep bass foghorn of the Titanic."

"The behavior of the men—or most of them—when they were told to stand back and allow the women and children to get into the lifeboats first was magnificent. A few cowards tried to scramble into the lifeboats, but they were quickly thrown back by the sailors."

"Let me say now that the only men who were saved were those who sneaked into the lifeboats. Of course I am not counting the men who were required to row the boats."

"Jack, poor boy, was very brave when the time came for me to say good-by."

"I did not want to leave him, but he assured me that there were boats for all and that he would be rescued later."

"With a final kiss he half lifted me into the lifeboat with the remark, 'Hurry up, May; you are keeping the others waiting.'"

"I was placed in one of the last lifeboats to leave the ship. Only three of us were first cabin passengers, the rest were all women from the steerage. We had not been in the lifeboat many minutes when the Titanic disappeared beneath the water. I almost thought I could see Jack waving to me as the ship went down."

"On the Carpathia there was a lot of discussion about the suction caused by the sinking of so big a ship. We did not feel anything of it. We could not have been many hundred feet away when the boat sank and we did not get into any dangerous whirlpools."

"Though it was so cold I did not suffer physically for I had on a thick blanket robe and a fur lined coat."

"I saw only one man in the water. We passed a poor fellow who was clinging to a wooden chair. Somebody tried to grab him, but missed. I suppose the man was drowned."

"The little fleet of lifeboats kept pretty well together for four hours. Dawn was just breaking when the Carpathia arrived on the scene."

"Mrs. Futrelle said she saw the sailing of John Jacob Astor and his young bride, Mrs. Astor was frantic at the thought of being parted from her husband, who had to jump into the lifeboat four times and tell his wife he would be able to remain with her. After the fourth time he jumped back on the deck the lifeboat was a wreck."

"PUT OFF BECAUSE OF DISASTER. Some More Dinners and Meetings Which Have Been Deferred."

The Titanic disaster is causing more and more postponements of dinners and meetings. Among such additional deferments announced yesterday are the following:

Owing to the recent disaster at sea the Society for Ethical Culture has decided to postpone its dinner arranged for the evening of April 19 to Thursday evening, May 2, at the Aldine Club."

The dance to be given last night at the Colony Club by Mrs. Robert R. Livingston was cancelled on account of the Titanic disaster."

Hammerstein says he had "The Miracle" Pictures."

Special Cable Dispatch to The Sun. LONDON, April 18.—Oscar Hammerstein says that Henry B. Harris, the theatrical man, who went down with the Titanic, had \$50,000 worth of films of Max Reinhardt's play, "The Miracle."

Mr. Hammerstein will give a matinee next week in aid of the Titanic sufferers. He is trying to get Paderewski and other prominent artists to appear."

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MEN MAGNIFICENT, SAYS MRS. FUTRELLE

Widow Tells How Novelist Bade Her Good-by As He Put Her in Boat.

ONLY FEW WERE COWARDS

Relates Experience as Titanic Sank and Survivors Awaited Rescue.

Mrs. May Futrelle, whose husband, Jacques Futrelle, the novelist and short story writer, went down on the ship, was taken to the Hotel Belmont in an automobile by friends as soon as she came ashore from the Carpathia."

"At the hotel, the arrival of Mrs. Futrelle broke up what to outsiders would have been regarded as a particularly merry party. The gayety and lighthearted joking had been forced by the party to deceive Miss Virginia Futrelle, 16 years of age, the only daughter of Jacques Futrelle, a sister of the magazine writer. The rest of the party that was laughing long over their coffee in the café at the hotel knew the truth."

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SAW HER FATHER JUMP OVER.

Miss Alice Phillips Was in Lifeboat at the Time.

Miss Alice Phillips, a young steerage passenger, told of being put in a lifeboat by her father and of seeing him jump from the deck of the Titanic after the explosion of the boilers had split the ship in two.

"I was lying in bed, but had not gone to sleep," said Miss Phillips, "when I felt the ship jarred as if it had collided with something. Then there was a crash and there were cries from all over the boat. I got up and ran on deck. I met a steward and asked him what was the matter. He said 'nothing' and told me to go back to my room. Just then I met my father on deck and he took me below. We started to dress ourselves, but in a few minutes we heard cries again on deck."

"Then my father led me up to the boat deck where everybody seemed to be standing around waiting. The crew passed among the crowd, and every one there was no danger. We were furnished with life belts and my father helped me to tie mine on, afterward putting on his own."

"When we were ordered to the boats my father led me to one of the first that put off and helped me to get in. I begged him to come with me, but he kissed me good-by and turned away. Then the boat was lowered and we rowed away. From my position in the lifeboat I could see my father standing on the deck waiting."

"We had only got about a hundred yards from the boat when there was an explosion and I distinctly saw my father jump into the water. That was the last I saw of him."

"I stood around for several hours. About 8:30 in the morning we came across a life raft on which were seventeen persons. One of them, a man, was dead and lay on the bottom of the raft. Shortly after that we were picked up by the Carpathia."

Miss Phillips and her father are English."

"The passengers, officers and crew gave up their staterooms, clothing and comforts for our benefit. All honor to them."

"The English Board of Trade passengers' certificate on board the Titanic allowed for a total of approximately 3,500. The same certificate called for lifeboat accommodation for approximately 1,500 in the following boats: Fourteen large lifeboats, 20 smaller boats and four collapsible boats. Life preservers were accessible and apparently in sufficient number for all on board."

"The approximate number of passengers carried at the time of the collision was: First class, 330; second, 320; third, 750. Total, 1,400. Officers and crew, 940. Total, 2,340. Rescued by Carpathia, 210 first, 125 second class; 4 officers, 39 seamen, 90 stewards, 71 firemen. Total crew, 210. Total saved, 745. The total saved was 80 per cent. of the maximum capacity of the lifeboats."

"We feel it our duty to call the attention of the public to what we consider the inadequate supply of life saving appliances provided for the modern passenger steamships, and recommend that immediate steps be taken to compel passenger steamers to carry sufficient boats to accommodate the maximum number of people carried on board. The following facts were observed and should be considered in this connection: The insufficiency of lifeboats, rafts, etc.; lack of trained seamen to man same (stokers, stewards, etc., are not efficient boat handlers); not enough officers to carry out emergency orders on the bridge and superintend the launching and control of lifeboats; the absence of searchlights."

"The Board of Trade allows for entirely too many people in each boat to permit the same to be properly handled. On the Titanic the boat deck was about 75 feet from the water and consequently the passengers were required to embark before lowering the boats, thus endangering the operation and preventing the taking on of the maximum number of people."

"Boats at all times should be properly equipped with provisions, water, lamps, compasses, lights, etc. Life saving drills should be more frequent and thoroughly carried out and officers should be armed at both drills. There should be greater reduction of speed in fog and ice, as damage by collision actually occurs is liable to be less."

"In conclusion we suggest that an international conference be called to recommend the passage of identical laws providing for the safety of all at sea and urge the United States Government to take the initiative as soon as possible."

PIER PASSES TO FAKERS.

Twenty-seven Curiosity Seekers Used Name of the Wicks.

One of the most pathetic scenes on the deck was the reunion of the members of the Wick family of Yonkers, Ohio, with their relatives on the Carpathia. In the party was the fourteen-year-old son of Col. George H. Wick, who had been brought down from his school to be with his aunt and uncle all of Tuesday. The lad supposed that both his father and mother were lost, but yesterday news came through from the Carpathia that the mother was on board and when the two met on the deck last night tears were plentiful not only among the stricken people but in the eyes of the bystanders."

The attention of the Wick family was called to a ghastly feature of the scramble for tickets which would admit relatives to the pier. When the Wick party on shore, numbering seven, went to the Surveyor's office they were told that twenty-seven deck passes already had been issued in that name, manifestly to curiosity seekers, since the Wicks knew of no other relatives or close friends who met the ship."

BESIEGE SULTAN AT FEZ.

Natives Murder Wireless Men—Troops Guard Foreigners.

Special Cable Dispatch to The Sun. TANGIER, Morocco, April 18.—The native revolt at Fez is spreading. Three wireless operators there have been murdered.

Other reports received here state that the mutineers have looted the French bank and the French hotel. The French troops who were on the outskirts of the city were hurried to Fez, and they occupied the consulate quarter, where the foreigners are reported safe. None was killed with the exception of the French wireless men."

It is reported the Sultan is besieged in his palace. Late news from Fez is lacking."

The Wall Street edition of The Evening Sun contains all the financial news and the stock and bond quotations to the close of the market. The closing quotations, including the "bid and asked" prices, with additional news matter are contained in the light and final editions of The Evening Sun.—Ad.

TITANIC SURVIVORS DRAW UP STATEMENT

Tell of Striking the Iceberg and the Rescue by the Carpathia.

NIGHT CLEAR: NO ALARM

Warning From the Crew's Nest Too Late to Stop Sidelining.

A committee of passengers from the Titanic prepared this narrative:

"We, the undersigned passengers from the Titanic, in order to forestall any sensational or exaggerated statements deemed it our duty to give to the press this statement:

"On Sunday, April 14, at about 11:40 P. M., on a cold starlight night in a smooth sea with no moon, the ship struck an iceberg which had been reported to the bridge by the lookouts, but not early enough to avoid collision. Steps were taken to ascertain the damage and save passengers and ship. Orders were given to put on lifebelts and the boats were lowered. The ship sank at about 2:20 A. M. on Monday. The usual distress signals were sent out by wireless and rockets fired at intervals from the ship. Fortunately the wireless message was received by the Cunard steamship Carpathia at about 12 o'clock midnight and she arrived on the scene of the disaster at about 4 A. M. on Monday."

"The officers and crew of the Carpathia had been preparing all night for the rescue and comfort of the survivors and they were received aboard with the most touching care and kindness, every attention being given to all, irrespective of class."

"The passengers, officers and crew gave up their staterooms, clothing and comforts for our benefit. All honor to them."

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